## FEAR C. E. WORKERS WERE LOST.

Visitors to Saale Reported to Have Perished in the Great Fire,

DEATH LIST IS INCOMPLETE.

Number of Dead Estimated Between Iwo Hundred and Four Hundred.

PROPERTY LOSS IMMENSE.

Piers, Ships and Warehouses Valued at Over Twenty Million Dollars.

DREPUBLIC SPECIAL. New York, July 1.-More appalling even than the first estimates indicated was the

Lloyds on Saturday. In the fire which wiped out of existence their entire wharf property in Hoboken and wrecked three fine steamships of the line at least 200 people, and perhaps double that number, perished, meeting death in

disaster which befell the North German

the most harrible form conscivable. gathered the weeping relatives of the dock laborers who lost their lives in the flames and the widows, sweethearts and families of the sailors who perished in the holds of the Sanle, Bremen and Main, These unertunates were comforted by thousands of New Yorkers who visited the gruesome seems, but sympathy failed under such dis-tressing circumstances and the stricken ones were left alone with their sorrow and the poor names of their dead at eventide with only an army of rescuers and salvage

The most conservative estimates place the

The most conservative estimates place the loss of life at between 250 and 450 and the property dance at \$20,000,000.

Gistay H. Schwab, the American agent of the North German Lloyd's places the company's loss at \$2,000,000.

This estimate does not include however, the loss of business entailed in the destruction of the piers, nor does it take continuous of the services of three fine passenger ships at the height of the senson, nor the salvage claims. Other conservative estimates place the loss of the North German Lloyd Company at \$19,000,000, and other losses at an equal amount.

Mr. Schwab's estimate as to the less of life is considered by many as ultra conservative. He places the loss of life of men connected with his company at \$150. Of the Sanle's complement of 225 men he says that 127 have been accounted for; that of the Bremen's 204 men, 127 are known to be allye, and that 61 men are missing from the Main's complement of 125. Thus 256 men are unaccounted for.

Mr. Schwab believes that in addition to these a considerable number of longshoremen and others of a stimilar calling lost their lives.

The pollee of Hoboken accept Mr. Schwab's figures as to the loss of life on the steemship property Loss.

The loss on the steemship property Loss.

The loss on the steamship property Loss.

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their lives.

The police of Hoboken accept Mr. Schwab's figures as to the loss of life on board the three steamers, but their reports, telling of missing men among the dock workers, indicate that the loss of life may feach #80. Their estimate does not take into

alongside which a coffin boat from the morgue was lying to-day. The wreck is that of the Saale. From her flooded compartments ten bodies, including the torso of a woman, were taken to-day.

In another one of the flooded compartments it was said that more than tairty other bodies were floating.

Divers are at work endeavoring to recover them.

Further up stream, in the mud off Wee-hawken, and close in shore, are two other wreeks, that of the ill-starred Bremen and her fated sister, the luckless Main. Clust-tered shout them yesterday were a dezen or so of tugs, all sending streams of water over the still smoldering fabrics. The Main lies deep in the water and al-most along side of her the Bremen leans wearfly loward the shore, the Hudson lap-ping her cabin cead lights and her decks at an angle as steep as that of a Servis chalet. Both ships were deserted of their crews, the smoke still switting upward from burning interiors, mingling with the crews, the smoke still switting with the from burning interfers, mingling with the casendes of water which the big boats threw over the two.

Thousands thronged the Jersey shore to gaze upon the ships, some drawn by ills, some by morbid curiosity. Others were drawn to them through purposes of loot. Scores of small hoats lay alongside the ves-sels, and there being none to say them porthoics and harded out armful after armful of crockeryware, cushions, pillows, anything, in fact, that the despoilers could find. Over in Hoboken, where the burned piets were still sullenly smodering, gathered an army of sightseets, which blocked every neighboring street and overflowed into thoroughfares, from which no view whatever could be had of the fre-wrecked piers. A topic for discussion was that column of smoke which uprose from blazing plers and ships and rolled like a thunder cloud over New York City. That cloud, however, had a silver liming for many hereabouts, though it meant the doom of many lives and the destruction of some gallant ships.

To the numerous tugs and harbor craft it meant so much in salvage that owners and masters and mates and deckhands draw their breath when they think about it. They figure that the Kalser Wilhelm der

smoke which uprose from blazing plets and ships and rolled like a thunder cloud over New York City. That cloud, however, had a silver lining for many hereabouts, though it meant the doom of many lives and the destruction of some gailant ships.

To the numerous tugs and harbor craft it meant so much in salvage that owners and masters and mates and deckhands draw their breath when they think about it. They figure that the Kaiser Wilhelm der Grosse alone is worth, with her cargo, about 13,300,000. Suppose they receive—but there is no use in following their suppositions. An Admircally Court will decide it.

There may be still more salvage, or perhaps dock fees for some one if the bay does not soon clear itself of the debris which now encurabers it. Charred logs and sections of planking from half-burned scows and lighters and other wreckage is now plentifully strewn over the waters of the upper and lower bays, much of the wreckage being sufficiently large to cripple paddle whesis and damage screws.

Accordings to an estimate made to-day between three and four hundred persons suffering from hujurles consequent on the fire went or were taken to the hospitals of New York, Jersey City and Hoboken. The word "estimate" is used because many suffered from triffing injury and left on having their wounds dressed.

Forty-two persons were received in the New York hospitals of whom fifteen were

Schwab's figures as to the loss of life on board the three steamers, but their reports, telling of missing men among the dock workers, indicate that the loss of life may feach #85. Their estimated does not take into account the several hundred persons who have teen located in the hospitals of Hobocken, Jersey City and New York.

There were about 1.50 persons on board the North German Lloyd steamers and on the wharves when the fire was discovered on Saturday and of this number not more than 700 have been actually accounted for. The police think, however, that when all proper allowances are made for persons who escaped, the death list will not go beyond #80.

Preferred Fire to Water.

Had it not happened one would listen with incredulity to a tale of three molern steamship being so quickly enveloped with flames caught from plers at which they were lying as to cause the death of most of those on board.

It seems incredible how so many men should have lost their lives by fire—why so many victims of this extraordinary traged apparently preferred death by fire than taking the risk of a plunge into the water.

No description can give any idea of the searred and blackened wreck which new shear the hooles, including the torso of a woman, were taken to-day.

In another one of the flooded compariments ten bodies, including the torso of a woman, were taken to-day.

In another one of the flooded compariments it was sail that more than thirty.

The loss on the steamaship properties and to other comparitely as estimated as the North German Lloyd Line os \$150,000, on the targe of the \$150,000 for the vessel and about \$20,000. The Cargo and stores were entirely consumed and the loss to the North German Lloyd Company \$1,250,000. The Saale is beached at \$2,000. The damage to the vessel proper is placed at about \$20,000. The William of the North German Lloyd Line os \$1,250,000. The Manage down in her, cost the North German Lloyd Company \$1,250,000. The William of the North German Lloyd Company \$1,250,000. The Saale is beached at \$

other bodies were floating.

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Captain Mirow was the only officer lost in the great conflagration, and that he met death heroically and in the performance of duty seemed abundantly attested by the fact that from the open deck where the portion of the body was found he could well have found the less horrible death of drowning and with better opportunity of drowning and with better opportunity of being saved, had be not delayed effort to escape till so exhausted he fell on the very deck.

Campbell said to-night that he could not give a definite estimate of his losses, but the damage to buildings alone would amount to at least \$6,000, and the contents to \$1.50,000. Had the fire occurred at any 3th r time of the year, he said, the loss would have been much greater, as just at the present time the imports are very light, and the houses were not well filled. This statisment accounts for the comparatively small loss on the three piers of the North German Lieve lighter, containing 5.000 bags of sugar, being \$1.500.

loss on the three piers of the North German Lioyd Line.

One lighter, containing 5,000 bags of sugar, was destroyed, the loss being \$2,000.

Eight barges and eleven canadouts were either burned or sunk with tehir cargoes.

Total valuation, \$125,000.

The Hoboken Shore Rathroad had a number of cars burned and other property demaged, Loss, \$7,000.

Minor losses on floating property, burned at the fire proper or set on fire by burned at the fire proper or set on fire by burned.

Eight barges and eleven canadouts were either burned or sunk with tehir cargoes. Total valuation, \$15,690.

The Hoboken Shore Railroad had a aumber of cars burned and other property during aged. Loss, \$1,090.

Minor losses on floating property, burned at the fire proper or set on fire by burned at the fire proper or set on fire by burning diffuscod, will amount to about \$25,000.

The personal losses sustained by those on heard the steamships can simply be surnised, as there is no way of ascertaining this at present.

Freight Manager Bonner said to-night that the Main had about 5,000 tons of cargo in her hold. Of this there were 200 tons of grain, 1,000 tons of slag, about 2,000 bales of cotton and considerable general merchandise.

The Saale had a full cargo, including copper and general merchandise, but the Remen had hardly any cargo abound of her.

Ships Still Burning.

The three was elff in Hobsken. We have men visiting the hospitals, ascertiming where people and general merchandise, but the firemen had hardly any cargo abound of her.

Ships Still Burning.

The believe, said Mr. Bonner, that the loss to the cargo on the three ships will exceed \$1,000,000. As to the loss of cargo on the standard to get the was both inward and outward bound cargo there.

The Saale will be that done by the water, the Bank will be that done by the water, the said to the Eremen, was still burning when I was there.

Gustav Schwab, the agent for the North German Lloyd Steamship Line, said to-night:

"The members of the crew who have survived uniquired will be sent back on the significant that while the hull is in good shape approached the hull is in good shape approached the hull is in good shape approached the hull is the good shape approached the port, and it have been

Gustav Schwab, the agent for the North for that the Kaiser Wilhelm der is sworth, with her cargo, about suppose they receive—but there is following their suppositions. An Court will decide it.

Things are in a very unsettled condition as yet, and I have been hard at work to any be still more salvage, or perfecs for some one if the bay soon clear liself of the debris encurabers it. Charred logs and planking from half-burned scows and other wreckage is now strewn over the waters of the lower bays, much of the wrecksufficiently large to cripple paddle d damage screws.

Ext to an estimate made to-day three and four hundred persons from injuries consequent on the far were taken to the hospitals of Jersey City and Hoboken. The mate is used because many sufficiently injury and left on havening dressed.

The Saale was the first vessel we visited. From there we went to the Bremen and the Main.

Both of the vessels are still burning. I should not say that any of the vessels would be a total loss. They look worse from thoutside than they really are. After they are pumped out we can tell better what the loss will be. Both the Bremen and the Saale are, however, pretty badly damaged. Wrecking companies are aiready working on the Saale, and she will be pumped out as soon as possible.

Twill not give any figures, nor can I estimate what the amount will be. The loss on the ships will be estimated by the home office. We received a cablegram this morn.

and caught the ebb lide running into the upper bay.

Relatives of the missing employed rowboats and men to patrol in the vicinity of the disaster. Other boatmen sear hed for the dead on speculation.

Agent Schwab of the North German Lloyd company said this afternoon:

The fireboat Robert A. Van Wyck, which arrived on the scene first among the river fire fighters, presented a picture of horror and ghastliness as she lay at her dock in the East River to-day. The decks were covered with cotton, saturated with the blood of the victims rescued by the brave men aboard. The firemen were at work cleaning the boat and picking up the stained remnants of ciothing which were torn from the burning bodies as they were pulled aboard the fireboat from the pit of fire.

pulled aboard the freboat from the pit of fire.

Pieces of human skin clung to the scarlet rags, and the dreadful experience of the firemen of the day previous was brought again to eyes and memories which sought to forget the horrible spectacle. Lieutenant McGinnis said:

"I should say there were passengers aboard the Saale. They looked like passen-

gers, and surely were not members of the crew. They were locked down in the hold of the vessel as securely as ever a convict was imprisoned in a ceil. There was no escape for them after the vassel began to take water. We got about thirty out of there while we were allowed to work from the decks. It was then we witnessed the awint sight of human agony.

"A hundred arms with the flesh torn from them and blackened with staoke protruded from the small ports, which were but a feet or less in diameter. If those port holes had been larger, sufficient to admit the passage of a human body, the rescues would have been many more in number than they were.

127 were accounted for as follows: Dock department 26; steward's department, staty, and engineer's department foror the 25 men employed on the Main seventy-six were accounted for as follows:

Dock department, twenty-six; steward's department, ib, and engineer's department thirty-six.

Mr. Schwab said that he knew of forty-six injured in St. Mary's Hospital is Hobicen alone, and that there were injured in many other hospitals.

Mr. Schwab declares positively there were no members of the Christian Endeaver So-ciety aboard the Saale. He said that all the survivors of the crews who wished and

than k. 500.00.

Regarding insurance, Mr. Schwab said that the company took care of about one-half themselver. The vessels, he said, were partially insured, possibly to 60 per cent, in foreign companies. The North German Company had an insurance fund, and took care of at least the remaining 40 per cent from that. The pier and cargoes shipping from here were insured in companies here.

Prisoner's Transfe December 1.

When the Saale was floating in the stream, not long before she went on the flatr, Captain W. J. Moran, on the tugboat

late. Captain W. A solution of the togasset livins, got close alongside the burning vessel, then as hot as a furnace and under a cloud of smoke as dense as a winter fog. The Ivins ran head on against the Sasie, and Moran clambered up on the rail at the bow and looked through the portholes into the statement. bow and looked through the portholes into the staterooms.

'I have never in my life witnessed such sights as I saw on that burning steamer," Captain Moran said to-day. "Just as I passed one of the portholes an arm was thrust out. I got close to the porthole and heard agonizing cries, as of a man screaming. At the same time the tug was moving and I could not remain near the porthole. I got the tug back and looked through the little window.

"There was a man seated on the locker in the stateroom writing as if his life depended upon it. I tried to attract his attention, but if he heard me he gave no sign. While I watched the door of the stateroom began to burn. To my horror the man imprisoned in the little room, instead of trying to move over to the other side of the stateroom away from the fire, coolly picked

ressel earlier in the evening. Suspicion rested on Kirk and the police of Portiand have been on the lookout for him, but have only recently learned of his arrest in Port-

Warren was married in Savannah, Gaand it was through his wife, the detectives say, that he was traced to Sayannah. Detective Day had a picture of Warren in his pocket by which he hopes to identify the prizoner.

CHICAGO B. T. C. ASKS AID. Body Purposes to Maintain Its Entity.

Chicago, Ill., July 1.-An appeal will go forth to-morrow from the representatives of organized labor in Chicago to all the unions in the United States and Europe for funds to aid the Building Trades Council in preserving its entity as a central labor body in Chicago. This was decided upon today at a mass convention of nearly all the trades unions in the city. Two representatives of organized labor from England, who happened to be at the meeting, said the building trades of Chicago can rely upon receiving assistance from the labor unions of England in return for aid which has gone out from the United States in similar emergencies.

Nearly 300 delegates, representing 190,000 union workmen, were present at the convention. The meeting was called for the purpose of demonstrating to outside cities that the Building Trades Council is firm, regardless of the withdrawal of the bricklayers' union from the central body last week. Before adjournment, resolutions were adopted vigorously denouncing the contracof organized labor in Chicago to all the

WILL BUILD A NEW CHURCH. Decision of St. John's Southern

Methodist Congregation.

The congregation of St. John's Methodist Church, South, voted unanimously Sunday morning in favor of erecting a new church edifice to cost about \$100,000, and to be edifice to cost about \$100,000, and to be situated at the corner of Delmar avenue and King's highway or somewhere on Union boulevard. All the details of the enterprise were left to the Board of Stewards to work out as they see fit. A meeting of the board was called to be held this evening at the church, Twenty-ninth and Locust streets, when a bullding committee and other committees will be appointed to undertake the work.

A remarkable feature of the action taken by the congregation of the church yester-

## **Revised City Ordinances** in Book Form.

## RAILROAD TIME TABLE.

Train.
Continental Limited — Detroit,
Niagara Falle, Ruffalo, New
York and Roston — "9:39 am "7:15 gm
Toledo, Detroit, Niagara Falle,
Buffalo New York and Roston
Fast Mail — "1:56 am "7:15 am
Teledo, New York and Roston
Fast Mail — Detroit,
Buffalo, New York and Roston
Fast Mail — Detroit,
Buffalo, New York and Roston
Fast Mail — Detroit,
Buffalo, New York and Roston
Toledo Loval Express — "1:30 pm 2:00 pm
Toledo Loval Express — "1:30 pm 3:45 pm
Chicago Line.
Banner Express — Chicago — "3:40 am "5:45 pm
Banner Limited — Chicago — "9:56 pm 7:15 am
Midnight Limited — Chicago — "1:30 pm 7:56 am
Fast Mail — Chicago — "1:30 pm 7:56 am
Fast Mail — Chicago — "1:56 am
Fast Mail — Chicago — "1:56 am
Kannas City Line.

Kansas City Line.

Kansas City Express. 9-15 am 4:99 pm Kansas City Fast Mail. 22-15 pm 1:59 am Kansas City Limited. 90:15 pm 8:59 am Northwestern Lines.

Perguson Park 55.15 pm
Perguson 52.46 pm 45.05 pm
Perguson 42.26 pm 45.05 pm
Perguson 42.20 pm 55.45 pm
Perguson 15.23 am
Perguson (Thursday only) 11.20 pm 15.23 am
rom office Street Station
St. Charles

##1:30 pm ##4:05 pm

Local Trains.

F	<b>WORKERS WERE LOST.</b>	gers, and surely were not members of the crew. They were locked down in the hold of the vessel as securely as ever a convict was imprisoned in a cell. There was no es-	up a revolver that he had evidently pre- pared beforehand and, placing the muzzle to his temple, killed himself before my		}
L.	WORKERS WERE LOST.	was imprisoned in a cell. Harre was no es- cape for them after the vassel began to take water. We got about thirty out of there while we were allowed to work from	ST I DILICANS INCONVENIENCED	Davisad City	Ordinance
	***************************************	the decks. It was then we witnessed the awful sight of human agony.	They Had Engaged Passage on the	Neviseu City	1 ?
orted	I between the and all norgents. The correct liking is suite to determine, as the main-	them and blackened with stocke protruded from the small ports, which were but a foot or less in diameter. If those port holes	III-Fated Bremen.	in Book Form	
in	ber who leaped from vessels and piers into the water cannot now be estimated.  It is feared that some of the Christian Endeavorers who were to have sailed	had been larger, sufficient to admit the passage of a human body, the rescues would have been many more in number	to the ter the transmitted from the times and	<u></u>	
	for Boston Tuesday for Southampton on the Saale may have lost their lives. It is stated that some were inspecting the vessel that had been chartered to carry	The thirty men we rescued were raving maniacs when we got them aboard. They	for passage on that line.	[{   , , , , , , , , , , , , , , , , , ,	
LETE.	them to Europe when the fire broke out.  These are supposed to have leaped into the boy. A captain of a rescuing steamer states that he plainly raw persons on the burning vessels other than those	could not realize they had excaped the hor- rible death that threatened them but a few minutes before. In their delirium they fought each other after they were rescued.	Saturday in which it is thought hundreds of lives were lost and three chips burned, leaves the company with only two massen-	Lawyers, officials and others interested	
	employed.  The chies were still harning on the leach.	They were as black as coal, and their burnt and charred flesh pecked of with their clothing.	ger steamers on this side of the Atlantic, the Kaiser Wilhelm der Grasse and the Rhein, The Kaiser Wilhelm, atthough it	16	
mated	The property loss on shore and affoat will probably amount to \$20,060,000.  The work of removing the bodies from the wrecked vessels began yesterday.  Ten were taken from the Saule, one of which was that of a woman.	Horrible Scears on Board. "The most agenizing sight I witnessed	did not wholly escape the conflagration, will sail to-morrow morning as previously announced and St. Louisans who had en-	dinances of St. Louis	as adopted two months
red	Thirty-nine others were supposed to be fleating in the flooded compartments.  Captain Mirow of the Saale was the only officer to lose his life. A charred	was that of a woman who was burned. We could see her face and arms as she reached out and got a handful of water,	aged, will not be delayed in sailing.	Room.	he Republic Counting
r .	body, believed to be his, was found on that vessel's deck.  On the Sante 25 men were employed and only 15 have been accounted for.	with which she washed her face, seeking to cool it and gain relief from the terrible	en the Kaiser Wilhelm from this city to Bremen are C. F. Milliken, Mr. and Mrs. Aixander G. Cochran and Miss Ella Coch-	15 1	
ENSE.	The Bremen had 20 men on board, 12, or whem have been found.  The Main had 137 men employed on board at the time and of these 36 have been reported safe.	heat. She never once uttered a scream. We passed her a cup of water. She grabbed it caperly and drank it. She could not speak English, but marmured in a foreign town and in a tone which apparently	I an, A. Hauser, Mrs. Marta Kieln and Miss Kate Klein, and Miss Helen Hubschen; to	PRICE, ON	E DOLLAR.
LASL.	·•••••••••••••••••••••••••••••••••••••	tongue and in a tone which apparently denoted that she was praying. We spoke words of cheer to her. The heat gave a	Some of those were aircardy on their way		1
ouses	taken to the Hudson Street Hospital, ten ing from them asking for information. The being subsequently removed to the Belle-yue, where there were already twenty-four 1 can only guess roughly at the cost. The	lucch, water filled the compartment which the was in, and the sank from our sight	Start yestering chief on Production line, at his home, No. 1834 Kennett place, for ad-	£	
nty	vise, where there were already twenty said injured. The sufferers were taken to St. Vincent's Hospital.  Crowds Inquire for Friends.  Crowds Inquire for Friends.	Lieutenant McGinnis said there were many explosions heard aboard the Saule	New York office stating that the Kater Wilhelm was only slightly domaged and	BALL BOAD	PIME TABLE
	Growds besteged the offices of the North German Lloyd Line on lower Etondway to- the on the care of temporalise for the care, either on the ship or on the piers.	When the burned and scattled Sanle is pumped out it is believed that the budles	would sail Tuesday morning. The rest of the party, upon receipt of this advice, de- barted for New York.	KAILKUAU	TIME TABLE.
м.	inquiries it was estimated that severity at machinery measurement reoris, tobacco, least were missing who have friends here, coment and general merchandisc."	these penned in by the "omes were alive	Sanday by those who had bought tickets for the three steamers—the Kaiser Wilhelm,		e Ting.
ng even was the	is presumed that an even greater number there were no passengers on board the	sey flats, just north of Ellis Island. Through the open dead lights, or port- holes, the poor creatures appealed for help	the Rhein, which were scheduled to sail Wednesday morning, and the Bremen which was to sail Thursday morning. Speaking of the arrangements to be made	Arrivals and Departures of Trains at	IRON MOUNTAIN.
No.	have perished for whom no inquiries have been made here, and as no lists of the crews are kept by the New York agents, those are kept by the New York agents, those of the remains of visitors, for Saturday was visiting day with the line and	peveral times before the vessel was scut- tled in the hope of putting out the fire	to secure passage for those who were to	ISunday anity. *Daily except Sunday. *Testy except Saturday.disaturday and Sunday.	Train. Texas Fast Mail to Little Rock, TexasRana, Pallas, Fort Worth and Abliene *2:05 am *7:35 pm
Hoboken s of the	aboard ship were destroyed it is unpossible to approximate by elimination of the names of board at the time of the first of those found the number of those still it is estimated that from 200 to 620 per-	portholes being less fran a let in diame- ter, it was impossible to sure them, and one after another people hadde succumbed	"I know, as yet, very little more about what arrangements will be made than any one else. The only official word I have re-	AIR LINE.	Parts Columbus and Catro Ex- Side am *6:55 pm
s double beath in	missing.  The company is making heroic efforts to retrieve the damage done. Protestly the baken Many of them were found to be not baken.	to the smoke and flames.  Resper Healy of Ellis island spoke to reveral of the unfortunates, as did also the	ceived since the disaster, was the trie- gram this morning, starting that the Kaiser William was only sibelity in and I was	LOUISVILLE EVANSVILLE AND ST. LOUIS CONSOLIDATED RAILROAD. Truin. Depart. Arriva.	Galveston •2-35 pm 4-35 pm
	must serious outcome in a business way seriously hart and were discharged to-day will be found to be the previous of tem- porary whartage meilities. The only place injured that they cannot recover.	1. P. Chapman. The latter sub, describing a conversation which he had with one of	dumfounded at the news of the fire, which was brought me late last sight by three	Louisville Express-Centralla, Mount Vernon, Mount Car- mel, Princeton, Louisville, Washington, Polladelphia and	
the dock c flames families	and docks in the harber of New York capa- ble of gosommodisting craft of the size which now carry most of the company's fice of the North German Lloyd Line at-	on the Sanles	to wait until I received some word from	New York Secumentation (also per 1812 on Mount Vertical Accumunistation (also per 1812 on Louisville Limited, to Louis Villa Westmeter, 1827)	L. &. N. H. R.
	by them. treated by decrars, who were not sufficient-	self, and one, a woman stewardess, penned	the three burned steamers will have to walt until some of our ships, which are now	Fork Philadelphia and New York 9:15 pm 4:00 pm	Train. Fast Mail. Evansville, Nash- ville, Birmingham, Mont- pomery, Chattaneogs, At-
sands of ruesome such dis-	to make up the company's New York-Bre- men fleet it may be hardly less difficult to given mettey and elething and taken to a	agentifing look on his face, and seemingly	New York."	RIG FOUR.  LAKE SHORE NEW YORK CENTRAL AND HUBSON RIVER, BOSTON AND ALBANY AND CHESAPEAKE AND ORIO RAILWAY.	C.; Mobile, New Orleans and Jacksonville, Fla. "5:28 am "7:28 pm
	Many Visitors on the Bremen.    Description of the Bremen   Company   Compan	were others coucht between decks and	1 St Lange to-day for New York to not on 1	Testin. Depart. Affive.	Southern Express to Evans-
eventide salvage	The fearful haves to life and property then in regard to relatives. There were caused by the fire which broke out at the about seventy missing reported at the docks of the North German Lloyd company.	which soon shot out of the open port-	he heard of the accident, Mr. Schnabler said he would walt another mouth meanwhile	Emickernocker Specia, New 1978, Bestett, wiesenigest, Buttimore and Panasternik, 1250 am %:45 pm	Palatka, Ocala and St. Pe-
place the and the	in Holoken yesterday cannot be approxi- mated with any degree of certainty. Con- servative people who have had experience    Servative people who have had experience    Marter Scamen Rescued.		"If the Kaiser Wilhelm had been de-	Aiton Express Illias par 19-20 pm lastteer, and Alton Accommo- nation 19-20 pm 19-20 am Essen, New York, Cincinnati,	Train. Past Mail-Owenshoro, Clover-
agent of	siong the docks are of the opinion that more than 200 lives were lost one of the officers of the steamship Bremen sold to	below decks on the Main included thirty-	very badly crippled, as this is one of the largest steamships affoat, and every cabin	Auto-Leaves '90's a m. 536 pm Arrives	Fort, Louisville and the East. \$128 am \$7:16 pm Eastern Express - Owershorn, Cloverport, Louisville and the
	day that there were fully 2se visitors on board the vessel, the majority of them be-	two storekeepers, one bollerman and five machinists. These men, including the six-	gaged. The After, which left for Naples, Italy, Saturday morning, only a few bours to the fire carried several resonants.	B. O. & S-W. R. R.	
business ders, nor	Bremen shortly after the alarm had been were brought ashore on tags and taken given, but the craft capsized as it touched care of in hetcle near the company's the water The could induct that the tag.	with the fire raging around them.	from St. Louis,  The Main was a fast freighter, carrying	Circumatt, Louisville, Washington Balanone, Phinase, ington Balanone, Phinase, ington and sew York Express, 2:15 am '12:66 pm Circumatt, Louisville, 11:15	Fast Mail 200 am 10:00 pm Local Express 77:55 am 16:00 pm Kansus City, St. Joseph, Orra-
ns at the salvage	of dead may be larger than it was at first thought to be.  The remarks loss can simple be appeared from the probability of deaths occurring the remarks loss can simple be appeared.	early this morning, fifteen others have re- ported. This leaves twenty-three of the force	the ships can only be estimated. There is an average crew of about 29 on each of these ships, theugh there probably were not	turg, Washington, Bartinare, Phina-space and Acts Acts Cast Man. \$5.00 pm \$7.20 am Cinclinate Accommonation \$7.16 am \$7.30 pm	ha and Southern Karsas Express 9.55 am 4515 pm Washington Accommodation 15.25 pm 17.35 am St. Joseph, Joplin Wichita and
rd Com-	None of the officials around the docks  None of the officials around the docks  Could give anything like a precise estimate  from the steamer Phoenicla of the Ham-	Some may have escaped and they may have all been burned to death.	there are the one by any distribution of the color	oueg. Washington, Patti-	Kansas and Colorado Express 10:10 pm 17:10 am Creve Coeur Lake trains leave Union Station
es at an	make a statement on this point. A conserv- ative estimate, made by a prominent fire	said that the head fireman, Irner, was doubtless hurned to death, and Second	the steamers only twelve hours before the	York Royal Blue Limited 7:30 am 9:33 pm	In., 17:30 p. m. Leave Vandeventer Avenue at 112:28 p. m. Cuk Hill trains leave Union Station at 16:45 p.
tra con-	not over \$10,000,000.  The three docks of the North German that of Lena S. Cordts, a stewardess of the steamer Saule. The other two were loudes	keeper Melinsky perished. Imprisoned in Main's Hold.	Withelm, the next saip out, was not due out until Tuesday, there could have been no	BURLINGTON ROUTE-ST. L., K. AND	m., 19:30 a. m., 14:36 p. m. and 16:35 p. m. Kirkwood trains leave Union Station at 17:30 a. m., 11:30 p. m., 14:29 p. m., 16:25 p. m. Leave Vandeventer Avenue Station at 11:30
Of the ays that t of the	contents, and ther are still smoldering with many streams from fire hose playing with many streams from fire hose playing	captain Peterman of the Main was ab- sent when the fire broke out, and the ship was in charge of First Officer Otto Weber	commany in regard to the conditions of	anders stronger Mandeste cent	*Daily. †Except Sunday. [Sunday only.
n to be from the	an extension which had just been built on From a very reliable source it was	it is believed he perished in the flames		Local to manufal	Southern Special Depart. Arrive.
336 men dition to	piers was burned down to the pile tops. had accounted for hit passengers out of a	Christian Quenther one of the sixteen	Henry Hell, Miss Dera Hell, Peter Kin- ders, Mrs. Emma Ehren and the Reverend	For St. Paul, Minneapolis, vid Last Stde direct Himos and Visconsin	
ling lost	North German Lloyd Line docks, suffered greatly, and a number of houses along the street were scorched badly.  There was a continuous stream of callers at police headquarters in Hoboken all day seeking information of missing friends and	that the first he and the coal passers in the	were to sail on the Bremen Thursday are:	City, St. Joseph, Northwest Services, Black Hills, Wyo- Hills, Montana, Washington,	M., K. & T. Train. Jefferson City. Colorado, Se-
f life on reports,	Steamship Property Loss.  The loss on the steamship properties and with very little hope of meeting their missing or the steamship properties and the others. The loss on the steamship properties and the others again while others.	been pouring down from a canal boat. After er waiting some time for more coal to come one of them crawled into the choice to come	Joseph F. Schnaider, Master William Schnaider, Mrs. Mary Erd, the Miss's Elizabeth and Frances Schnaider and Jo-	Fract sound, Portiand and 550 am 655 pm the rwin City Express, for Minneapoles, St. raul and	dana, Clinton, Fort Scott,
he dock	to other companies is commanded to might prompted by curiosty, gave the police of- ficials no end of trouble.  The steamship Main of the North German	what the trouble was, and dropped back to report that there was flame all about the cutside of the ship. Then the rush for the	seph A Schnalder.	The Nebruska-Colorado Ex- press." for Denver, Colorado.	Fort Worth, Dullas, San An-
ons who	cargo fitting and stores. The lose is placed  at \$1,200,000 for the vessel and about \$80.	exits took place.  There was no way of setting out, and they retreated as the fire descended toward them.	Oregon Detectives En Route to	tan and Pacific Coast, via St. Joseph *256 pm *556 pm Local to purifirgton *756 pm *650 am	AT LOUIS AND MANNIDAY
120111000	69 for the fitting and stores and the cargo John MOELLER, laborer, Hoboken, that was abound her.  The steam-hip Fremen of the North Ger-	back to the lowest tier of coal bunkers. Their refuge proved a good one. Here they remained for almost eight hours, while the	Savannah, Ga.	For Northern Iowa, St. Paul, 47:40 pm [4:30 am For Kamass City, Omaha, St. Joseph, Denver, Nahraska,	Mail and Express 15.07 pm 17:10 pm
scovered not more nted for.	man Lloyd Line cost \$1.20.00, and her fitting and cargo were valued at \$60,000.  The cargo and stores were entirely con- GEORGE S-PHIDT laborer, Hoboken,	heads became so hot the men could not touch them with their hands. When the	Portland, Ore., passed through St. Louis	Const. also Northwest *5.45 pm *7:15 nm For illinois, via East Side line to Book Island *5.20 pm *6:40 nm	tore C., F. a. ot. II.)
when all sons who	sumed and the loss to the vessel proper will amount to at least \$700,00. She is beached off Weehawken to-night, and still JOSEPH TELLERMANN, laborer, Hebeken.	men were taken cut one had his eyes burned out by the intense heat and two were temporarily made insure. The other men were practically unbarned, though hadde-	periodically on their way to be the time to the	For Dubuque and La Crosse. "Sid pm   6.00 am Local from Hamibal	Train. Depart Arrive.
. beyond	machinery.  The Saale, the steamship which will have  HERMAN PUNIT steward steamship Bre-	frightened.  Bremen the Worst Injured.  The five on the Main as she iay on the	being the man who killed William Kirk on board a vessel in Portland Harbor on the	daily, 11:00 a, m., daily; 1:00 p. m., Saturday only; 2:00 p. m., except Saturday and Sunday; 5:05 p. m., except Sunday; 5:51 p. m., daily; 7:00 p. m <sub>a</sub> , daily; 8:00 p. m., daily.	Creve Coour (Sunday only). 2:20 am 6:36 pm Creve Coour (Sunday only). 5:30 am 7:35 am Creve Coour (Sunday only). 1:35 pm 6:36 pm
11000-1-110	the most horrible story of death to unfold when the divers go down in her, cost the North German Licyd Company \$1,250.00 WHALIAM HAPP, laborer, Holodon, and the fittings and cargo were valued at JOHN WALHOHE, carpenter, Sanle,	beach near Weehawken was still burning to-night. The Bremen appeared to be the	William Kirk was first mate of the steam- er Clarence S. Bement, the first steel ship	CHICAGO AND ALTON.	ST. LOUIS MERCHANTS' BRIDGE TER- MINAL RAILWAY SUBURBAN TRAIN SERVICE.
A STATE OF THE PARTY OF THE PAR	Island and still burning. The damage to the vessel proper is placed at about \$80,000. The Sale is beached at Ellistic God Dust. https://doi.org/10.1000/10.100	Superintendent Miller of the Bremen plets, starting out lite Saturday night in quest of the dead, unexpectedly rescued	built on the Pacific Coast, and Warren was the boatswain. The vessel had just returned from Nagas-	Alten Limited for Chicago "Nils am "6.35 pm Chicago "Falince Express" "9:00 pm "7.38 am Chicago "Middight Special" "11:31 pm "7:37 am Chicago "Frairte State" Ex-	Eastbound Leaves Eighth and Gratiet Streets - Except Sunday, 6:30, 6:36, 7:37, 8:54, 10:36, 11:39
ny men ire-why	The damage done to the Kaiser Wilnelm der Grosse is estimated at \$2,000. ANNIE STEVENS, canalboat Montgomery, N. The three docks of the German Lloyd Line V. C. R. R.	the Bremen and found that there were live men aboard. He took from one of the coal	ski, Japan, and was taking on a cargo of flour and provisions consigned to the Brit-	Springfield Accommodation 556 pm 19:34 am	Saturday and Sunday only-11:41 p. m. Sunday
ry trag- fire than	which were burned to the water's edge are estimated to have cost \$390,000. The docks ACON STILLER, laborer, Hotoken, FRITZ HULTZ, laborer, Hotoken, FRITZ HULTZ, laborer, Hotoken, FRITZ HULTZ, laborer, New York	corts the fourth engineer and six of the crew, who had managed to survive in the lower part of the vessel.	crew was paid for the trip to and from	ited Kansas City Day Express 2500 am 4025 pm facksonville Accommodation 5500 pm 19854 am Postta and St. Paul Express, 1250 pm 7,72 am	Leave Washington Ave.—Except Sunday, 424, 627, 744, 845, 1866, 1866, 1123 a.m., 1224, 1145, 236, 436, 514, 439, 514, 439, 514, 439, 514, 439, 514, 515, 514, 515, 514, 515, 514, 515, 514, 515, 514, 515, 514, 515, 514, 515, 514, 515, 514, 515, 514, 515, 514, 514
a of the	from abroad and valued at \$250,000.  The Thingvalla pier, which was entirely consumed, was valued at \$50,000, counting the stores which were on it.  Fear for Christian Endeavorers.	Then he visited the Kriser Wilhelm der Grosse, and seeing the Main drifting with the tide, he followed to where the still	Japan, but as they were busy loading the	CHICAGO, PEORIA AND ST. LOUIS	Mr. 5:26 p. m. Sunday only-2:2, 2, 10:12 d. Westbound-Leaves Granite City-Except Sunday, 5:16, 7, 8:14, 9:28, 19:42 a. m.; 1:10, 2:12, 5:24, 4:20, 5:44, 8:25, 7:12, 3:17 p. m. Saturday only-4:50 p. m. Sunday only-2:35, 9:26 a. m.; 1:20, 4
nd, and om the wreck is	The Hamburg-American Line dock, which had just been completed as an extension Endeavorers who were to have sailed for to their great pier, and which was de-	First. Profiting by his experience on the	gare it to Kirk, who was in command of the ship in the illness of the captain, for	Train. Alton Clifton Terrace and Braffon 15-94 am 15-94 am	D. II. Leave Madleor.—Except Sunday, 5:15, 7:04, 8:15, 5:02, 10:46 a. m.; 1:15, 2:17, 3:27, 4:20, 6, 7:17, 9:21, p. m. Saturday only—4:26 p. m. Sunday only—4:26 p. m. Sunday only—4:26 p. m.; 1:30, 6:30 p. m.
ed com-	stroyed in order to prevent the spread of the flames, was damaged to the extent of Saale may have lost their lives. It was said to-day that some of these people had	closely and descried at one of the coal ports a man calling for he'p. Going to the	hashes about 12 o'clock and Kirk went to	Grafton and Chautauqua 18:18 am •7:30 pm	Est a. m.; 130, 630 p. m.  VANDALIA LINE.
n thirty	This was the only loss they sustained, come to this city to inspect the ship, which as the steamer Phoenicia, contrary to re- ports, was not even scorched.  Engiand, and that they were on board of	fouriern others, all of whem had been in the bottom of the ship for nearly eight	his cabin after supper to get some sleep before the vessel weighed anchor. Near	Alten, Chifton Terrace and 18:25 am	Train. Depart. Arrive. Fast Mail. New 2:55 am 1:44 am
to re-	Damage on Shore. her when the flames broke out on the	working their way nearer.  The men were at their last stand, and	There is a second of the secon	Alten Alten Terrace and Springfield 14:56 pm 18:55 am	York, Philadelphia, Baithmore and Washington Specials 9:44 am 5:40 pm
he met nance of by the	houses E. F. G and H. were burned. Mr. to death on the three steamships and the Campbell said to-night that he could not docks, jumped overboard and were drowned give a definite estimate of his losses. But	showing as far as possible the number of	crushed and the walls bespattered with blood. The money that was left with Kirk was missing.	Springfleid 25.26 pm Grafton and Chautanqua 14.56 pm 19:55 am Alton, Clifton Terrace and Grafton 19:56 pm 19:55 pm	Lecal 5-00 pm   1-00 pm   1-00 pm   1-00 pm   1-00 pm   1-00 pm   12-56 pm   1-00 pm   12-56 pm   1-00 pm   12-56 pm   1-00 pm   12-56 pm   1-00 p
iere the le could death of	the damage to buildings alone would amount to at least \$50,000, and the contents to \$1.50.  The word at any other the second of the word and the loss word and the loss word to the word t	been accounted for. Of the 25 men em- ployed on the Saale, 127 have been account-	The topsy turvy condition of the interior of the cabin was evidence of a desperate	CLOVER LEAF.	Indianapolis and New York Express
effort to	have been much greater, as just at the to the surface above Twenty-third street,	and men who are actually employed as sail-	struggle. Warren was missed from the vessel and several of the crew remembered to have seen bim go over the side of the	Toledo and New York Express. *5 lz am *5:56 pm Toledo and New York Express. *7:15 pm *7:40 am	CONTRACTOR OF THE CONTRACTOR O
	the houses were not well filled. This state unless they drifted into the central current and caught the ebb tide running into the ment accounts for the comparatively small upper bay.	fifty-eight, and engineer's department, for-	vessel earlier in the evening. Suspicion	ST. LOUIS SOUTHWESTERN RAILWAY.	WABASH. Eastern Lines.

FRISCO LINE. Train.

Aley Park Accommodation.

Arrive.

The am 10:30 am and y Park Accommodation.

Our and Y Park Accommodation.

Our and Kansas Mad. for Carthage. Jopini. Wighing. Arkansus City. Okanoma.

Parks. Galveston and Fort.

Worth.

Life Park. Worth
Valey Park Accommodation. 11:30 pm 18:43 am
Pache Accommodation. 11:30 pm 18:43 am
Valley Park Accommodation. 18:30 pm 18:53 pm
Valley Park Accommodation. 18:30 pm 18:53 pm
Valley Park Accommodation. 18:30 pm 18:35 pm
Valley Park Accommodation. 18:30 pm 18:30 pm
Valley Park Accommodation. 18:3

ST. LOUIS SOUTHWESTERN RAILWAY, (illinois Central.)

A cate in Express, for Vinita, 3:30 pm 7:30 am A cate in Express, for Vinita, catalogue, Carrinage, Jopain, Wichita, Burton and the 9:00 pm 7:35 am ILLINOIS CENTRAL. Train, Depart, Arrive, Rettlern Bilnois Express, Litchield, Springfield, Free port and Dunique, Special 12:30 pm 5:30 pm Chicago "Diamond Special" 7:10 pm 7:24 and Chicago "Diamond Special" 7:10 pm 7:24 and Chicago "Diamond Special" 7:10 pm 19:65 am

Principled Accommodation. 4:15 pm \*128 am SOUTHERN LINES.

New Orleans Fast Mail, Cairo, Memphis, Jackson, Tenn, and 7:26 pm \*128 pm New Orleans Special—Cairo, Memphis and New Orleans. 4:26 pm \*5:36 pm Accommodation—Murphysboro, Marioa and Crester (Murphysboro, Murphysboro, Mur

day morning was the unanimity with which the membership agreed to undertake the responsibility of erecting a new church edifice at so great a cost. Many speeches wete made by prominent members of the congresation, all supporting the project. Among those who spoke were Samuel C. Cupples, C. S. Kennerty, S. M. Kennard, E. G. Collins and Warwick Hough.

It was the understanding that the building committee should perfect its plans so that the new structure might be completed if possible within one year. The choice of site is to be left to a committee. The

From Union Station— St. Charles... Kinloch Park... Fergusen Fergusen